

Message Text

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DODE-00 EB-11 INR-10 NSAE-00 RSC-01 FAA-00 PM-07 L-03

PA-04 PRS-01 SP-03 USIA-15 TRSE-00 SAJ-01 OTPE-00

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C O N F I D E N T I A L STATE 092861

BRUSSELS PASS FAA

E.O. 11652:

TAGS: MARR, US, NATO

SUBJECT: CEP: DRAFT UK-US PAPER - CIVIL AVIATION PLANNING

COMMITTEE (CAPC) - CRISIS ARRANGEMENTS

REF: USNATO 2231

FOR MR. D. F. RILEY, DEPT OF TRADE AND INDUSTRY, THROUGH
MR. TOM COLWILL FROM MR. LETTICE, DEPT OF TRANSPORTATION

1. YOUR PROPOSED PAPER ON CAPC/BOCCA WAR EMERGENCY
ARRANGEMENTS SPEAKS DIRECTLY TO THE POINT IN QUESTION.
WE BELIEVE YOU MAY WISH TO CONSIDER INCLUDING THE FOLLOW-
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ING THOUGHTS IN THE TEXT AS INDICATED. THESE ARE OFFERED

ONLY TO REINFORCE ARGUMENTS AND EMPHASIZE POINTS:

A. IN THE THIRD PARAGRAPH, IT SEEMS TO BE WISHFUL THINKING THAT 'NORMAL' COMMUNICATIONS WILL (1) EXIST IN A CRISIS SITUATION, AND (2) BE SUFFICIENT TO SUPPORT BOCCA NEEDS. SOME RECOGNITION SHOULD BE MADE HERE THAT IMPROVED AND RELIABLE COMMUNICATIONS WOULD BE NECESSARY TO SUPPORT BOCCA IN A CRISIS ROLE.

B. IN THE FOURTH PARAGRAPH, THE FOLLOWING THOUGHT IN LIEU OF OPENING SENTENCE MAY HELP STRENGTHEN POSITION AND INCREASE PROBABILITY OF ACCEPTANCE OF CONCEPT BY OTHER

MEMBERS: "WE ARE OF THE OPINION THAT THERE IS A NEED FOR AN ORGANIZATION CAPABLE OF BEING ACTIVATED AND BECOMING OPERATIONAL ON SHORT NOTICE IN A CRISIS WHEN REQUIRED BY THE COUNCIL/SENIOR COMMITTEE. THIS ORGANIZATION WOULD ACT AS AN INFORMATION GATHERING BODY AND THUS BE ABLE TO PROVIDE HIGHER AUTHORITY WITH SUCH DATA ON ASPECTS OF CIVIL AVIATION IN ADDITION TO BEING RESPONSIBLE FOR COORDINATING CIVIL AIRCRAFT AVAILABILITIES."

C. SUGGEST THAT THE UK/US PROPOSAL, MENTIONED IN THIRD FROM LAST PARAGRAPH, BE EXPLICITLY STATED IN OPENING SENTENCE OF PARAGRAPH, E.G.: THE UK/US ARE OF THE BELIEF THAT BOCCA SHOULD BE AVAILABLE IN TIME OF CRISIS TO COUNCIL/SENIOR COMMITTEE FOR THE PURPOSE OF PROVIDING ADVICE AND RECOMMENDATIONS AS WELL AS FOR COORDINATING NATO CIVIL AIRLIFT MATTERS.

D. THE FOLLOWING THOUGHT MAY REBUT A PROBABLE COMMENT ON THE LAST SENTENCE OF THE THIRD FROM LAST PARAGRAPH:

IT MAY BE ARGUED THAT THE AVIATION CONSULTANT TO THE COUNCIL COULD BE AUGMENTED BY SEVERAL TECHNICAL EXPERTS, THUS SPREADING THE WORKLOAD. HOWEVER, THIS SOLUTION WOULD NOT PROVIDE NATIONAL EXPERTS KNOWLEDGEABLE IN MATTERS PECULIAR TO INDIVIDUAL COUNTRIES. THIS CAN BEST BE REALIZED THROUGH THE OFFICES OF AN OPERATIONAL BOCCA.
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THE ACTIVATION OF BOCCA IN A LIMITED CRISIS SITUATION SHOULD BE DECIDED BY THE COUNCIL/SENIOR COMMITTEE WHEN, IN THEIR OPINION, THE SITUATION SO REQUIRES.

2. THE US REPRESENTATIVE INFORMALLY DISCUSSED THIS QUESTION WITH THE FRG REPRESENTATIVE, DR. SCHERER, ON APRIL 29. THE FRG DELEGATION INDICATED IT MIGHT SUPPORT UK/US ON PROVIDING AN ADDITIONAL OPTION TO THE

COUNCIL/SENIOR COMMITTEE BY MAKING BOCCA AVAILABLE
FOR ACTIVATION IN A CRISIS SITUATION. RUSH

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